

*Politeness*

*on Railroads*

*Peebles*

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# POLITENESS ON RAILROADS.

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BY ISAAC L. PEEBLES,  
*Of the Mississippi Conference.*



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## PREFACE.

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HAVING observed too great laxity of true politeness on the railroads, the author of this booklet has written it with the hope of doing something toward correcting this evil; and for whatever is accomplished in this direction through it he will feel grateful to God, and know that it has not been written for naught.

May God's blessings rest on this booklet, that it may accomplish the purpose for which it was written.

ISAAC L. PEEBLES.

July 10, 1899.



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*POLITENESS ON RAILROADS.*

(7)



## *Politeness and Its Meaning.*

POLITENESS is a practice that does not receive due attention in many instances and in different places. Everything is moving with such rapid speed that many seem to think that they are excusable for neglecting it partially or altogether. This is an unfortunate state of things, and argues a false conception of the life God has ordained that we should live. No one can be himself properly in a breathless rush, and hence the impossibility of being a true man in such a life. Life is not a bundle of selfishness and selfish practices, but it is the loss of self. In other words, life is living for God supremely and for our fellow-beings as God requires us. Politeness is defined as "the refinement of the mind and outward behavior; conforming to all that is graceful, becoming, and thoughtful in the intercourse of refined society; some care for the opinions of others," and in the highest and truest sense as "care for the comfort and happiness of others in the smallest matters." "True politeness is not wholly made up of graceful manners and courtly conversation and a strict adherence to the rules of fashion, however agreeable these things may be. It is something less superficial than

these accomplishments. Genuine politeness grows out of an assiduous self-denial and a constant consideration for the happiness of others. The forms and usages of etiquette derive all their beauty and significance from the fact that each of them requires the sacrifice of one's own ease and convenience to another's comfort." So it is clear enough that politeness is proper attention to others, and in the true sense it is from the heart.

## *Politeness of the Ticket Agent.*

WE should not forget that a ticket agent has much ever and anon to tax his patience, and sometimes it may be tested to the uttermost. Many questions are asked him, and at times, too, very unnecessary ones. Indeed, some of them he may esteem as quite foolish and unworthy of any reply at all. He comes in contact with people of all grades and colors, and the question with him should be as to how he should conduct himself toward each and all. He should endeavor to carry as pleasant a face as possible all the time. A decided smile would not hurt him, and would likely do others good. It often happens that persons appear at the ticket office feeling that they are cast off and that the whole world is frowning on them, and therefore what an inexpressible relief would likely come to them should the ticket agent greet them with a pleasant face or a smile! The agent should have a kind word for every one, even for a beggar who may ask a penny of him. If he has not the penny to give, let him politely say to the beggar that his circumstances or obligations are such that he cannot grant the favor, expressing sympathy for the unfortunate if he thinks he is worthy

of it. The agent should politely answer any questions asked him about the trains, etc., when he can and has the time or can spare the time to do so. If he does not know and cannot give the information desired, let him politely say so, expressing a regret that he cannot; but if he does know and can give the desired information, but has not the time, let him politely say so, promising to accommodate the questioner just as soon as possible.

An agent should post himself as fully as possible with the schedules and other necessary matters of other roads connected with the one for which he is an agent, and be ready always to give to travelers desired information concerning the same whenever possible, for he knows not the good he may do others by so doing. He will oftentimes not only save them money and time, but will relieve them of much anxiety and gain their good will and blessings. Sometimes restless individuals awaiting the coming of the train will seek conversation with him in order to break the dullness of the passing moments. If the agent can spare the time, let him accommodate such parties; but if he has not the time to do so, let him politely say so, asking them to excuse him. Let all agents of the railroads remember that because they are agents for railroads is no reason they should not be sympathetic and very polite.

## *Politeness of the Janitor of the Depot.*

JANITORS of depots, whether they are white or black, should study and practice politeness, and that, too, of a most acceptable type. The janitor should keep the depot as clean and as comfortable as possible. He should do his sweeping and dusting when there are no passengers in the depot, especially at those times when there should not be any in the same. If, however, there are passengers in the depot at the time he should do his sweeping and dusting, let him politely ask them to give him charge until his work is accomplished, getting through with it as soon as possible. If the weather is unsuitable for the passengers to leave the sitting room, there being no other room in which they may be protected from the same, then let him defer this part of his work until a more suitable time. He should see that there is no dirt, dust, grease, filth of any kind, or anything else on the seats that would soil the clothes or person of the passengers. If he fills the double office of janitor and porter, let him avoid the impoliteness of seizing the grip, valise, etc., of passengers and forcing them from their hands without their full consent. He should guard against anything that

would likely cramp or discomfort travelers in the least. The janitor should not allow an accumulation of bad air in the sitting room, but he should keep it well ventilated. In the winter season he should keep it as comfortable as possible, not only by keeping it supplied with pure air, but by not allowing it to become cold or too hot. He should not whistle, sing, or indulge blustering speech in the sitting room, nor make himself unpleasant to the passengers in any respect. He should study and practice politeness.



## *Politeness of the People in the Depot.*

WHEN any one enters the door of the sitting room they should not stop in the door, however crowded the room may be, unless too crowded to get in, or too rainy to back out, and even then men should give preference to women. The door should be kept free for persons to enter and go out whenever they choose—that is what the door is for. If the seats are all occupied, seek for standing room where you will most likely be out of the way of others, and avoid most rigidly standing in the door or in front of the window of the ticket office. Passengers should never set their valises, grips, etc., on the seats when the sitting room is not sufficient for others, and not even when the sitting room is more than sufficient if they have allowed their valises, grips, etc., down on the ground or floor and their bottoms are unclean. If dirty valises, etc., are put upon the seats, when removed they are very likely to leave the seats unfit to sit upon. Do not allow children to stand on the seats unless they are too weak to walk on the ground and dusty floor, for otherwise they will soil the seats. Do not allow crumbs and grease on the seats or floor. Do not carry dogs nor allow them in the depot at all,

however clean you may think them to be, for they are not human beings and cannot be made such. God never intended that they should be, neither has he intended that they should be associated with them as if they were. The presence and odor of dogs are quite offensive to many, and therefore true politeness requires their absence. All the fleas may have been combed off of them and the dirt washed off of them before they were brought to the depot, but still they are filthy, offensive dogs, and nothing else can be made of them. A dog is a dog, and will be as long as he is permitted to exist, and therefore a dog should stay only where dogs should stay.

Should all the seats in the depot be occupied, let the men always give up theirs to the women who may not be seated; and let the younger men give theirs to the aged and feeble men. Let all the passengers make it as pleasant for one another as possible. If any wish to converse with you, make it as pleasant and as profitable for each other as possible, whether you have ever met before or have been introduced at all or not. Men should avoid forcing a conversation upon any one, however, and most especially the women. No one should sing, whistle, talk loud, or laugh immoderately in the sitting room or in the depot at all. Avoid being restless and impatient, although the train may be much delayed. Restlessness and impatience will not make the train

come any sooner, neither will it add anything to your pleasure or that of others. Try always to have some good reading matter with you, and read your time away if you cannot do better by talking to others.

Let all be at the depot in ample time for their tickets, so they will not have to hurry the ticket agent or baggage master unnecessarily. Do not crowd in before those who have gone in advance of yourself to the window of the ticket office. If they have engaged in conversation, and seem to have forgotten that others wish to purchase tickets, then politely ask them to excuse you and permit you to get a ticket. If ladies have to purchase their own tickets and have to apply at the same window for them with the men, let the gentlemen stand back, giving them preference or assisting them when necessary. Let no one stay at the ticket window any longer than strictly necessary. Do not get in conversation with the agent or any one else, and thereby delay others in getting their tickets. If it is necessary to talk to the agent about any matter, make it as short as possible, or wait until all have their tickets.

Never trouble the agent with unnecessary conversation, for he has more important matters to attend to, and most especially is he quite busy, as a rule, near or about train time. When the train comes do not begin to hurry and rush so as to make it unpleasant for any one. Let all give proper atten-

tions to one another. Let the men politely offer to give the women any assistance they may be able to give and that may be needed. While it is impolite to hurry and rush, let it not be forgotten that every one should be timely and orderly. Let all study and practice politeness.

## *Politeness in Getting on the Train.*

Trains are run on schedule time, but that does not mean that they do not give passengers or railroad officials time to be polite. In getting on the train no one should forget to be polite, even when the train is behind time and wishes to gain that which is lost, much less when it is on time. Those who wish to board a train should patiently wait until all the passengers who are leaving the train have got off; for if they rush upon the steps or platform or into the aisle of the coach, they will likely so jam the passageway as to make it difficult for them to pass in and others to pass out. When all are off then let those nearest the train get on first, unless they have begun a conversation with others, and when such is the case politely ask them to excuse you and let you pass on. All should avoid rushing to get in advance of others. Men should enter before the women only when it is necessary and true politeness allows it. When necessary they should aid women with valises, etc., infants or children, or both. They should assist the aged, feeble, and helpless in any way that may be necessary.

Passengers should not carry anything with them

on the train that would be offensive to others. They should most rigidly avoid boarding the train with dogs of any kind, whether spaniels, pointers, fice, or poodles. If they feel that they must carry them, let them cage them and express them, for it would be far better to pay expressage on them than to offend any one by their presence in the passenger coach. No one should enter the passenger coach with the smallest birds or animals, although they and their cages be ever so clean. Passengers who are boarding a train should not stop in the passageway to hold a conversation with any one. We knew a railroad man once who came near losing, or rather missing, his grip on a moving train because certain passengers were standing in his way on the steps as he made his leap without seeing them before. If any feel that they must smoke before entering the coach, let them be sure that they do not stand in the passageway to do so, and, too, that they do not stand where the smoke will float into the coach, to the discomfort of those to whom it is quite offensive. Let all passengers practice politeness while boarding trains.

## *Politeness of Passengers on the Train.*

PASSENGERS on entering a coach should guard against rushing for seats whether there are few or many passengers to be accommodated. They should not be disorderly in the least in getting seats, giving preference always to ladies, the aged, feeble, and the cripple. No one should take up seats with valises, bundles, etc., when there are many passengers to be seated, and not even when passengers are few if their valises, bundles, etc., are likely to soil the seats. It is quite impolite for a passenger to take possession of a whole seat when sitting room is scarce, and equally impolite for a couple to take charge of two seats by reversing the back of one, thereby removing the division between the two and throwing them together. When this is done they are quite likely to throw their feet on one of the seats, seeming to forget that seats are to sit on and that they were never intended to be used for the feet. This kind of conduct frequently renders seats unfit to sit upon until they have received necessary attention. When passengers are few, and any one has one or two seats to himself and feels weary and sleepy and wishes to lie down, let him put a paper or something under his

feet to protect the seat from the dirt or dust from his shoes. Unless the train is a special one, or is traveling at a time when or along a line where not many, if any, more passengers will likely be boarding the train along the way, he should by no means occupy two seats; and should he have only one, even then he should be ready to divide with him who has none, and be ready always to give up the whole seat to ladies, the aged, the feeble, or the cripple. It not only looks selfish, but is quite selfish and exceedingly impolite for a passenger to be sprawled out over a whole seat, or two whole seats, while other passengers have no seats at all. Great care about this matter should engage every one, especially while traveling on trains.

Passengers while eating fruits or lunches should avoid the least damage to the seats. They should remember how they would most likely do, and especially how they would like others to do, if the seats were their own. Parents should not allow children to stand with dirty feet on the seats, and indeed not even with clean feet when they are too large to do such a thing. Dogs or cats should not be allowed on the seats in the passenger coach under any circumstances whatever. It is not at all right to associate people and dogs or cats together. They are just as distinct as intellect and instinct, as human beings and animals.



Passengers should not hoist and keep hoisted a window in the winter, to the discomfort and damage of others. Some who travel have poor health, and their condition is such that a current of cold air on them a short while increases their trouble and endangers their lives. A person may be in very good health and yet be made sick in a few minutes by a cold draught. It is good, in a sense, to see sights and to be comfortable, but it is better to be polite. In the summer a coach becomes quite warm sometimes, and it may be quite pleasant to hoist a window; but if, on account of the pouring in of cinders and dust, hoisting a window makes it more unpleasant and damaging to others than the heat, then it is better to endure the heat in order to give acceptable attention to the wishes of others.

Whistling, loud talking, immoderate laughing, and singing should not be indulged by any passenger. Let those who feel ever so religious remember that a regular passenger coach is not a church, neither is it an appointed place for public religious worship. However, it is a place for decency and order, and hence no one should stay aboard unless he is willing to be decent and orderly. Politeness allows no drinking of whisky, wine, or any other intemperate drink, much less drunkenness, on the train. A person who would do such a thing is void of common self-respect, much less true politeness. It is quite offensive and

sickening to have to smell the breath of a whisky drinker anywhere, and how much more so when shut up with him in a passenger coach!

When persons who have to travel have a disease of an offensive odor they should supply themselves well with antiseptics of strong and pleasant odors and use them freely in order to destroy the offensive odor of their disease while on the train. If such individuals are able, it would be better for them to occupy a sleeper, when there is one, in order to be as much to themselves as possible

All passengers should be as cheerful and as pleasant as possible. They should talk to one another when it is pleasant, and that, too, about something that is profitable. Christians should indulge that type of conversation that will edify one another. It is proper to talk on scriptures, church work generally, or to narrate their experiences. When in contact with sinners they might speak to them in a prudent way about their souls' salvation. It is not amiss to talk about worldly business and matters generally in a right way. When any passengers have to get off, let those who remain kindly offer to assist them when they think they need it. Let none think that because they have had no introduction they should not talk to one another and offer to do services one for another. True politeness is not limited by such a trifling thing, but still let it not be

forgotten that true politeness does not allow an offensive familiarity.

Parents should not allow their children to run or walk up and down the aisle of the coach, or to worry any one. They should not allow them to halloo, scream, cry, talk loud, laugh disorderly, or to be impolite in any other respect.

Passengers should not gaze at one another in an embarrassing way, and yet none should look as if they dislike to see one another at all. When the conductor has overlooked a passenger and did not get his ticket, let that passenger call his attention to the fact and give him his ticket, even if he has to trouble himself to hunt him up. Not to do so is not only impoliteness, but dishonesty, unless he is so circumstanced that he could not do so. Passengers should not trouble or worry the conductor or porter unnecessarily. Let the passengers study and practice true politeness.

## *Politeness of the Conductor.*

THE conductor is not only the chief man in charge of a train, but he is one who has to meet and deal with all grades and conditions of the traveling public, and hence it can be seen at once that he is a man with no ordinary task. It can also be seen that he has much to study, to do, and to endure. He should be far from allowing himself to be puffed up or to become bigoted and dictatorial because of his position. Not only this, but he should not allow his great responsibilities to cast him down and make him cross and snappish. He should avoid roughness of speech and conduct toward the crew of his train as well as toward everybody besides. It is not at all pleasant to passengers to hear harsh and impatient words from the conductor or any of his crew, or to witness any impolite conduct whatever from them. The conductor should be at his post when the time arrives for passengers to board the train, to give them any information that may be necessary, or any help that they may need. It is not at all out of place for him to assist ladies with children, valises, bundles, etc., aboard the train, and also the aged, feeble, and the cripple should have their share of his politeness. If

passengers are too slow and seem to forget that he is to run on schedule time, let him politely request them to lose no time and to get on as soon as they can without undue hurrying. After all are on and the time for leaving is up, then let him signal for the train to move out.

On entering the coach for tickets the conductor in a clear, distinct, ungrating tone should say, "Get your tickets ready!" or, as is now the fashion, say, "Tickets!" He should carry a pleasant face, and if he can afford it a smile will be quite animating to the passengers. Nothing is more repelling to some than frowns and sour looks. It is not an infrequent occurrence for persons with grieved and burdened hearts to be aboard the train, and to them a pleasant face and cheery smiles would be of great worth. He should be as ready as possible to answer the questions asked him and to give any information that may be desired. He should post himself with the connections and schedules of other roads, and most especially the connections and schedules of those roads immediately connected with his own. If to give the information any passenger may desire will likely interfere with him getting all the tickets within the proper time, let him ask the passenger politely to excuse him until he takes up the tickets, promising at the same time that if his duties will allow it he will return and endeavor to give the information

wanted. Now and then questions will be asked him which to him will seem very foolish, and information sought that may seem quite worthless, but still when he has the time or can spare it let him politely answer the questions and give the desired information if he can, especially if they are within the limits of true politeness.

He is not to allow any indecent or profane language, or any indecent conduct whatever from any one on his train. If any begin to drink or to become disorderly, let him politely inform them that such is not allowed and that he hopes they will discontinue such conduct. Those who are too much under the influence of whisky to be decent and orderly he should put where they will not likely disturb any of the passengers. Indeed, as an officer he may stop his train and put them off anywhere he may choose, or turn them over to proper officers at any station.

At this point we shall now give the law of Mississippi on the subject, which is the following: "If any passenger be guilty of disorderly conduct, or breach of the peace, or use of any obscene, profane, or vulgar language, or of playing any game of cards or other game of chance for money or other thing of value, or of selling or offering for sale a lottery ticket upon any passenger train, the conductor of the train may stop it at the place where the offense is committed, or at the next stopping place of the train, and

eject such passenger from the train, using only such force as may be necessary to accomplish the removal; and the conductor may command the assistance of the employees of the company and the passengers on the train to assist in the removal; and the conductor may cause any person violating the law to be detained and delivered to the proper authorities." (Annotated Code of Mississippi, Section 3563.)

So we see that in the State of Mississippi the conductor is an officer of the law and of great responsibilities. Ever and anon he will be tested to the uttermost, but let him politely discharge all his duties to the best of his ability. When a station or any place is reached where passengers are to leave the train the conductor should give the assistance that may be needed to them, giving special attention to women, children, the aged, feeble, and the cripple. He should not hurry his passengers to leave the train before it fully stops, or to have it move off before all are off or before those boarding it are safely on. The conductor should study and practice politeness.

## *Politeness of the Porter.*

WHEN not otherwise necessarily engaged the porter should be at the steps of the passenger coach when the time arrives for passengers to board the same, to give them desired information and to assist them in any needed way in getting on. It frequently happens that passengers are uncertain as to the right train and the right coach. This occurs most especially where there are more railroads than one. The porter should offer to put on the train the valises and bundles of those who may be burdened with the same. He should make it a specialty to put on the valises, bundles, etc., of women, small children, the aged, the feeble, and the cripple, and to assist the conductor in aiding them on and up the steps. If the conductor is not present, he should perform this task the best he can alone, never forgetting, however, that he is not the conductor, but that he is an inferior officer under the superintendency of the conductor, who has charge of the whole train and its crew.

On entering the coach the passengers should find it in proper order. Before the time for passengers to enter the coaches the porter should sweep them thoroughly, having hoisted all the windows and



opened the doors. He should avoid befogging the whole coach with dust. After he has swept the coach and the dust has fully settled, then he should free the seats of it as completely as possible. If the weather is cold, he should pull down all the windows and shut the doors, and at the proper time make a fire in the stove and heat the coach properly; but if the weather is warm, they should all remain open, unless there is danger of the coach being filled with dust from without or of rain blowing in.

During the winter season he should keep the temperature of the coaches as comfortable as possible. When cinders accumulate on the unoccupied seats he should gently sweep them into a pan or something of the kind and throw them out, or sweep them off on the floor just before reaching a station where passengers are likely to get on. If dust has accumulated on the seats, he should by all means avoid that most objectionable practice of some porters of filling the coach with the dust they have knocked off the seats. They dash into the coach all in a flurry with their duster or wisp, and they begin with a rapid whisk, wisp, whisk, wisp, until the coach is so filled with dust that the passengers can hardly breathe, and when they do the dust fills their head and lungs. Such conduct is inexcusable and quite cruel. There are few indeed who would not much prefer to sit down on the dust rather than

have it in their lungs and heads, but there is no need of either. The dust could be removed without befogging the coach with it; and even if it were impossible to remove it thus, why, it would be far better for passengers to sit down in it than to incur danger from inhaling it. It would be better to allow it to accumulate until the train has run its through trip than to disease the people with it. It not only has an irritating effect on the delicate membranes of the head and lungs, but it is claimed that it is a source of disease germs. Let the porter be polite enough to avoid giving passengers dust to inhale, although he may like it ever so well himself. When he announces a station, let him do so in a clear, distinct tone, so that everybody can hear and understand the name; and in order that he may not discomfort some with his unnecessarily loud voice while others cannot understand him, let him announce the station in the end or half of the coach he enters, and then walk farther on to the other half and announce it again, so that everybody can get the name satisfactorily. It is quite unpleasant sometimes for passengers to have to ask others what station was announced.

When it is night, let him see that the lights are sufficiently bright and enlivening. They should be bright enough for passengers to be able to read well without straining their eyes in the least unnecessarily. Let him keep a good supply of good water for

the passengers to drink. He should look attentively after passengers leaving the train, and give them every needed assistance possible, always giving the most special attention to the ladies, the aged, the feeble, and the cripple. Let the porter be sure to study and practice politeness.

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## *Politeness on Leaving the Train.*

WHEN the station is announced those who are to get off should get ready, so that there will be no delay when the train makes a full stop. If it is winter, the men should put on their overcoats and the ladies their cloaks, etc., and have everything in readiness. But let men, women, and children all avoid most rigidly that very objectionable practice of brushing and shaking off dust just before leaving the coach. We have known coaches filled with the dust brushed off by passengers getting ready to leave it. This practice is bad enough when all the passengers are to get off, but worse when some are to remain. When all are to get off there are persons among them to whom dust is quite hurtful, and therefore those who brush off before leaving the train do not give proper thought to true politeness. If persons are to remain on the train, they are forced to inhale the dust of those who did their brushing before leaving. Politeness suggests the fitness of passengers doing their brushing after they have left the train and got where they will discomfort no one unless it is themselves. Let all passengers keep their dust until they can get rid of it in the open air. Then they may

brush their clothes, valises, or anything else that may need brushing. Should it be raining when they are leaving the train, let them do their brushing immediately out of the coach on the platform, so it may be carried out of the way of others by the wind.

At this point we should add that passengers should never befog a coach with dust in any avoidable way, not even by brushing it off the seats with their handkerchiefs, brushes, papers, etc. If passengers dislike to sit in dust, let them keep supplied with papers or something of the kind, which they can spread over the seat, and thereby protect their clothes from the dust.

When the time comes for leaving the train, let the passengers who may be ready to get off wait until it has come to a complete stop before leaving their seats for the door, for if they are up on their feet they are liable to be thrown against the arms of the seats or against one another by the sudden stopping of the train. Any one can see how improper it is for people to leave their seats before the train stops if they will just think even partially about the matter. The train will not move off until all are out on the platform of the depot, or on the ground. Sufficient time will be given for passengers to get up and leave their seats and get off before the train leaves. It requires very little time to leave the seats and get off a train.

Passengers should not strive to get in advance of one another, nor crowd nor shove one another on leaving a train, remembering that orderliness saves time, and especially does it preserve or secure a good name. Let all look after the interest of one another, assisting one another when necessary. Let the strong and active give special attention to ladies, the aged, the feeble, and the cripple. Let all study and practice true politeness.

## *Politeness of Railroads to the Clergy.*

WE do not know of a railroad that has not granted the clergy favors of some kind when applied to according to the rules of the same. They have granted them special rates when asked to do so, and to some they have given free transportation. They have responded immediately and liberally to appeals made to them for the relief of the poor and needy, for help in the erection of churches, and for help for other purposes; for all of which the clergy should be quite grateful, and the writer of this believes they are. But still, even in the granting of favors to the clergy it is possible for railroads to be impolite to them. Indeed it is not only possible for them to be impolite, but it is possible for them to be impolite unintentionally. For illustration: A clergyman applies to a railroad for a permit for special rates, and it is granted, but before he is allowed the special rates he must sign his name to certain binding conditions on the permit, which are in substance the following: First, while using said permit the railroad is not to be responsible for any damage whatever that may be done to his person; and, secondly, the railroad is not to be responsible for any loss he

may sustain while using the said permit. So the whole thing resolves itself into this: that a clergyman using such a permit is as nobody at all, so completely so that he is absolutely, in the light of said permit, without any protection whatever. If he gets hurt or loses his valise, trunk, or all he has—and even his life—it is all right, for he has morally signed away all rights to protection, so far as the railroad is concerned; and it may be, too, that his permit does not allow him but one cent a mile, leaving him two cents a mile to pay, for there are railroads that do not allow clergymen but one cent a mile, requiring them to pay after all two cents a mile.

But suppose a railroad allows half rates, or, to make it stronger, suppose all the railroads allowed all clergymen to ride on their roads without having to pay one cent, cannot any one see, to express it as mildly as possible, that it is quite impolite even then for railroads to require clergymen to sign away all their rights in order to receive such favors? Certainly they can if they will stop and think.

Now we wish it understood that we honestly believe that there are railroads—if not all railroads—that do not intend such impoliteness; nevertheless it is practiced because they have not stopped to consider the matter. If they wish to favor the clergy, they should do so without ignoring the prin-



ciples of politeness. A favor is not a true favor when it is granted irrespective of politeness. We are thankful to say, however, that some railroads have discovered this impoliteness, and now they are giving clergymen permits without requiring them to sign away their rights, and in a sense become nobody.

Railroads should not forget that they should be polite to their employees. Employees are human beings, and as such they are entitled to true politeness. From the highest to the lowest, all are entitled to true politeness from their employers. Let railroads study and practice true politeness.

## *The Good of Politeness.*

NOTHING is lost in being polite. This is a rushing age, but nevertheless there is time for politeness, and it should be used for that purpose. When politeness is practiced, good is the result, and we believe that if it were studied more and practiced more there would be less selfishness and misery. It even does good on the battlefield, for it is said that a gentleman on a battlefield once bowed to an officer who addressed him just as a cannon ball passed over his head, and had he not bowed, his head would have been shot off. The officer, seeing what had happened, said: "No man ever lost by being polite." A man gained a fortune by being polite to two gentlemen. The politeness of Mary, the sister of Lazarus, to Jesus as her guest secured not only immediate blessings from him, but a record in the Holy Scriptures. What she did will be read and preached as long as the Word of God is used. So, sure enough, nothing is lost by being polite, but much is gained. Politeness results in bland words, sweet conduct, and general profit.

Let everybody, of every grade, condition, and color, study and practice politeness.

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